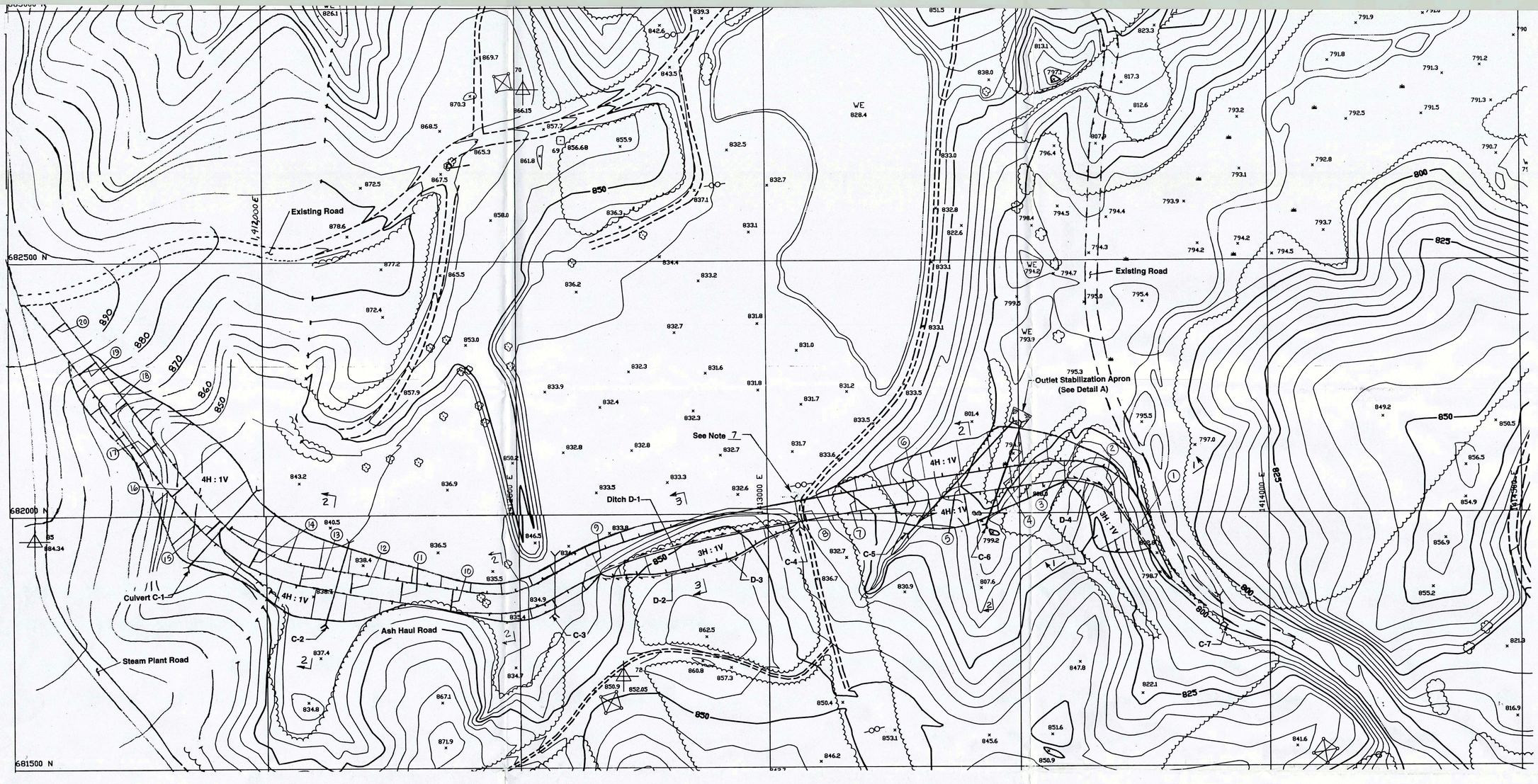


PLAN

Scale: 1 in. = 100 ft.
Elevation contour = 5 ft.

Legend	
○	Road Marker (See Table 1)
⟩	Culvert (See Table 2)
- - -	Drainage Ditch
▱	Outlet Stabilization Apron
-OO-	Wood Power Pole

Notes:

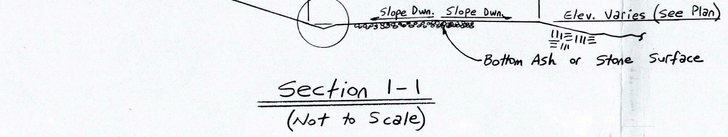
1. All work shall be performed in accordance with Duke Power Company Erosion and Sedimentation Control Plan entitled Marshall Steam Station Ash Haul Road, dated August 7, 1997.
2. Unless otherwise directed by the Engineer, soil cover material shall be obtained from the Ash Haul Road cuts. Soil cover material shall be placed over the slopes of the ash fills and shall have a minimum loose lift thickness of 18".
3. Fiberglass roving to be used as temporary liner shall be made from continuous fibers of drawn glass bound together with a non-toxic agent. Fiberglass roving shall be installed per the manufacturer's recommendations and shall be capable of withstanding a tractive force of 0.60 pounds per square foot.
4. All material designated as riprap shall be field stone or quarry stone and shall be hard, angular, and of such quality that it will not break down on exposure to water or weathering. The minimum specific gravity shall be 2.5. The d50 (50% finer by weight) of the riprap shall be 6 inches.
5. Bedding material for riprap shall be #467 stone or #57 stone.
6. Culverts shall be installed on a smooth uniform bedding of material. Culverts shall be ADS N-12 Smooth Interior Pipe as manufactured by ADS or Engineer-approved equal.
7. A minimum 25 ft. clearance shall be maintained between the existing power poles and the toe of the road embankment.
8. See drawing MPM080597-2 entitled Marshall Steam Station - Ash Basin - Ash Haul Road - Erosion Control Plan for additional requirements.

Table 1
Summary of Road Markers, Stations, and Elevations

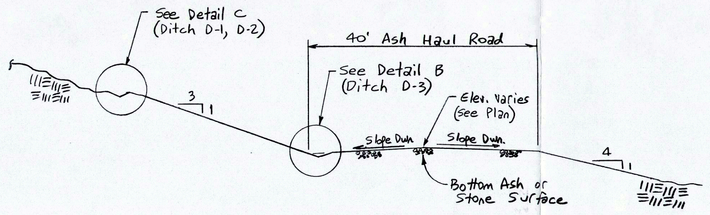
Marker No.	Road Station (ft.)	Approximate North Coordinate at Centerline (feet)	Approximate East Coordinate at Centerline (feet)	Road Elevation (ft.)	Nominal Road Grade
①	0 + 00	681,975	1,413,750	Existing Grade (approx. 800)	
②	1 + 04	682,055	1,413,690	805	
③	2 + 08	682,085	1,413,590	810	
④	3 + 12	682,075	1,413,485	815	4.8%
⑤	4 + 16	682,060	1,413,380	820	
⑥	5 + 20	682,040	1,413,280	825	
⑦	6 + 24	682,025	1,413,175	830	
⑧	7 + 28	682,010	1,413,070	Existing Dike Crest (approx. 835)	
⑨	11 + 48	681,905	1,412,665	840	1.2%
⑩	14 + 65	681,835	1,412,360	840	0.0%
⑪	15 + 65	681,850	1,412,260	845	
⑫	16 + 65	681,865	1,412,165	850	
⑬	17 + 65	681,885	1,412,070	855	
⑭	18 + 65	681,915	1,411,975	860	
⑮	19 + 65	681,975	1,411,895	865	
⑯	20 + 65	682,055	1,411,835	870	
⑰	21 + 65	682,135	1,411,775	875	
⑱	22 + 65	682,220	1,411,720	880	
⑲	23 + 65	682,295	1,411,650	885	
⑳	24 + 65	682,375	1,411,590	Existing Grade (approx. 890)	

Table 2
Schedule of Storm Drainage Culverts

Culvert Designation	Diameter, in.	Approximate Lenth, ft.	Slope, %
C-1	24	200	0.5
C-2	24	160	0.5
C-3	24	100	0.5
C-4	18	50	0.5
C-5	18	280	6.7
C-6	18	190	2.5
C-7	24	50	0.5



Section 1-1
(Not to Scale)



Section 3-3
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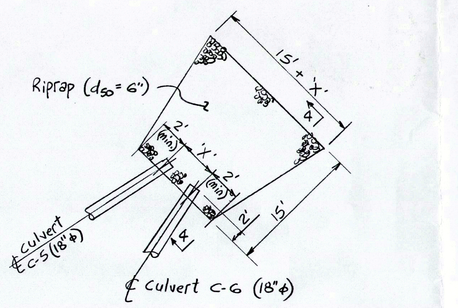
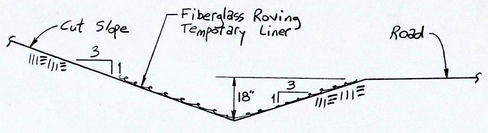
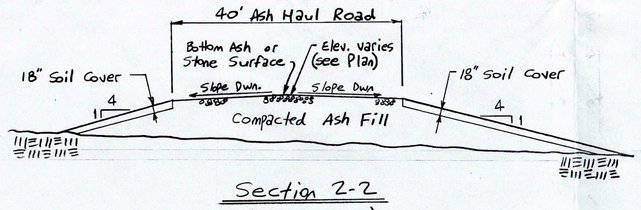


Detail A (Outlet Stabilization Apron)
(Not to Scale)



Detail B (Ditches D-1 and D-4)
(Not to Scale)



Section 2-2
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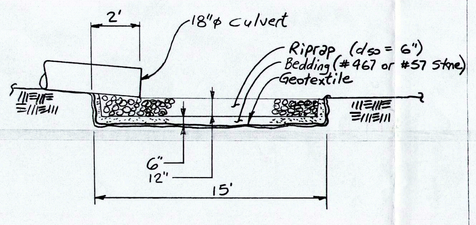

Section 4-4
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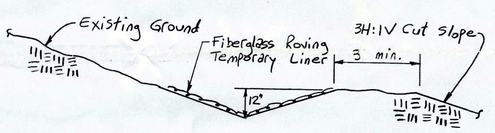

Detail C (Ditches D-2 and D-3)
(Not to Scale)

AUG 1997
Received
Soil Mass
Section

NORTH CAROLINA PROFESSIONAL SEAL 13753 ENGINEER MICHAEL PAUL MARTIN

Mike Martin
8-7-97

NO.	REVISIONS	BY	DATE
0	Released for Permit Application	MPM	8-7-97

DUKE POWER COMPANY
MARSHALL STEAM STATION

UNITS 1 - 4
ASH BASIN
ASH HAUL ROAD
PLAN, SECTIONS, AND DETAILS

BY: Mike Martin DATE: 8-7-97

DWG. NO. MPM080597-1 REV. 0

CCB0030